CHAPTER 1 – PROJECT DEVELOPMENT

The New York State Department of Transportation (NYSDOT), in cooperation with the Federal Highway Administration (FHWA), has prepared this Draft Design Report / Environmental Assessment / Draft Section 4(f) Evaluation (DDR/EA) for the Bruckner-Hutch Mobility Improvement Project (I-95 and NY 908A) ("the Project"). NYSDOT is preparing the DDR/EA in accordance with the requirements of the Council on Environmental Quality regulations for implementing the procedural provisions of the National Environmental Policy Act (NEPA), as defined in Title 40 of the Code of Federal Regulations (CFR) Parts 1500-1508, the FHWA Environmental Impact and Related Procedures, Final Rule (23 CFR Part 771), and the NYSDOT Procedures for Implementation of the State Environmental Quality Review Act (SEQRA), as defined in Title 17 of the New York Codes, Rules and Regulations Part 15 (17 NYCRR Part 15).

1.1 Project Classification

The Project is being progressed as a NEPA Class Ill (Environmental Assessment) action under 23 CFR 771. NEPA Class Ill actions are those in which the significance of the environmental impact is not clearly established. This Environmental Assessment (EA) is being prepared to determine whether the Project has the potential to cause significant impacts and require the preparation of an Environmental Impact Statement (EIS).

The NYSDOT has determined that the Project is a State Environmental Quality Review Act (SEQRA) non-Type II action in accordance with 17 NYCRR Part 15. SEQRA non-Type II actions include those in which the environmental impacts are not clearly established and require the preparation of an EA and/or EIS. The Project is a non-Type II action for which an EA is being prepared.

Exhibit 1.1-1 Environmental Classification Summary

NEPA Classification	Class III EA	BY	Federal Highway Administration (FHWA)
SEQR Type:	Non-Type II (EA)	BY	New York State Department of Transportation (NYSDOT)

1.2 Project Location

The Project is located in northeastern Bronx County, New York City, New York. The Project Area includes:

- a 0.6-mile portion of the Bruckner Expressway and New England Thruway, also known as Interstate 95 (I-95),
- a 0.6-mile portion of the Hutchinson River Parkway, also known as New York State Route 908A (NYS Route 908A), and
- a 0.6-mile portion of the Bronx and Pelham Parkway/Shore Road (hereafter referred to as Pelham Parkway and Pelham Parkway/Shore Road, when appropriate), also known as New York State Route 907F (NYS Route 907F) (see **Exhibit 1.2-1** and **Exhibit 1.2-2**).

Project improvements to address project needs will be located along an interstate and highway network that is already connected. These improvements will largely be built within existing New York State Thruway Authority right-of-way, except for areas near the I-95/Pelham Parkway Interchange that will require permanent easements (PE) from the New York City Department of Parks and Recreation (NYC Parks) and the New York City Department of Transportation (NYC DOT).

Exhibit 1.2-1 Project Location

Legend

- Project Area
- County Boundary
- Pelham Bay Park/Historic District
- MTA Subway Station
- 1,2,3 MTA Subway Line
- 4,5,6 MTA Subway Line
- Amtrak Railroad
- Railroad Track Tax Lot

NORTH

Miles 0 0.25 0.5 1

Sources: Railroad Track Ownership: NYC PLUTO, 2019; Roadways and Railroad Tracks: NYSDOT, 2018 and NYCDCP, 2016; MTA Subway Lines: MTA, 2018; County Boundaries: NYSDOT, 2018; Pelham Bay Park: NYCDCP, 2016 and NYS Thruway, 2019

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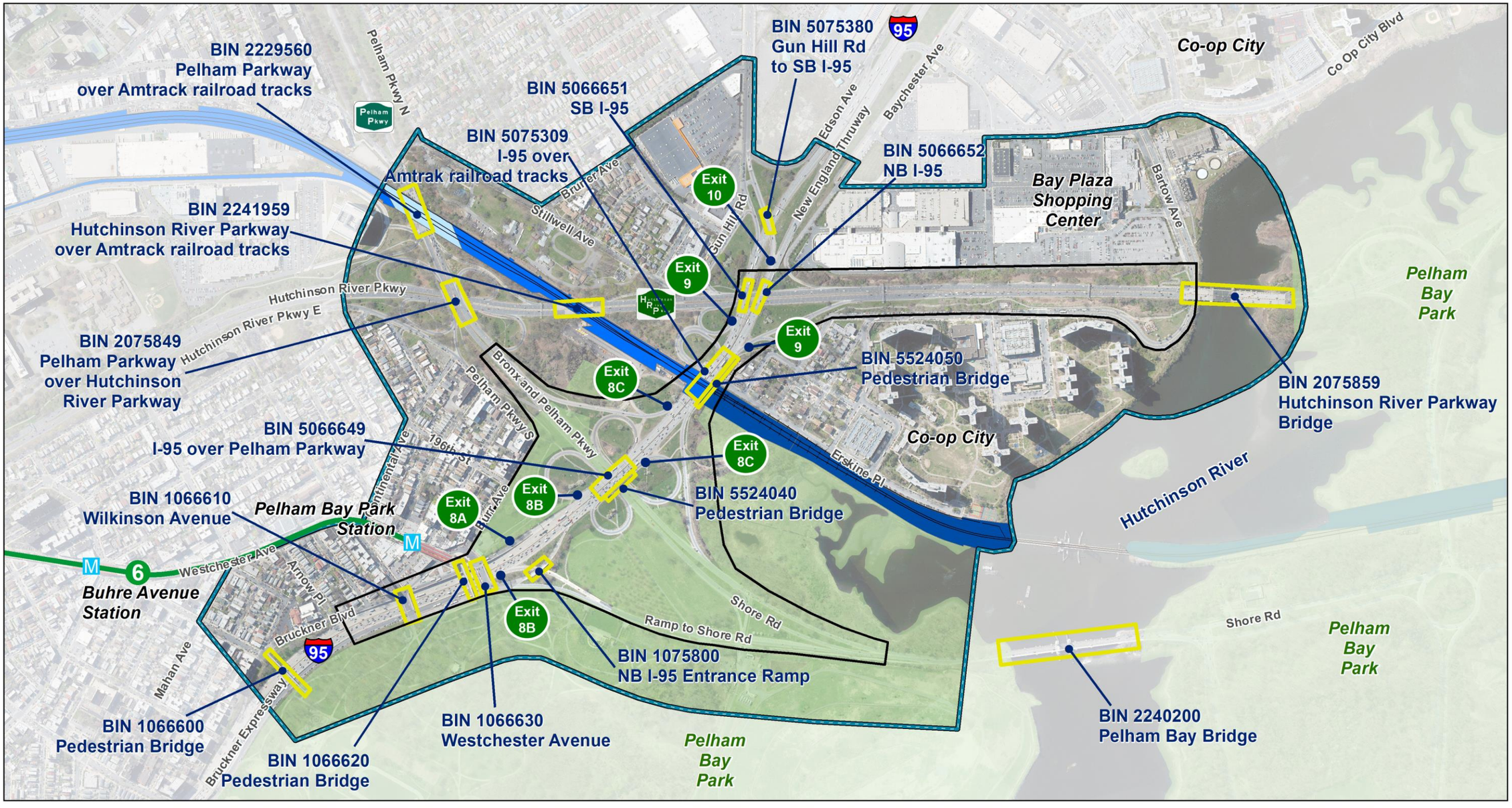
Exhibit 1.2-2 Project Area and Existing Roadways



Legend

- Project Area
- General Study Area
- Bridge
- MTA Subway Station
- MTA Subway Line
- Amtrak Railroad

Railroad Track Ownership

- NY, NH & HR Railroad
- Owasco River Railway
- Penn Central Company

- Pelham Bay Park/Historic District

NORTH

Miles
0 0.125 0.25 0.5

Sources: Railroad Track Ownership: NYC PLUTO, 2019; Bridges: NYSDOT, 2019;
Roadways and Railroad Tracks: NYSDOT, 2018 and NYCDCP, 2016;
MTA Subway Lines: MTA, 2018;
Pelham Bay Park: NYCDCP, 2016 and NYS Thruway, 2019;
Basemap Orthoimagery: NYC DOITT, 2018

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1.2.1 Logical Termini and Independent Utility

Logical termini are defined as the rational end points for a transportation improvement and rational end points for a review of the environmental impacts. The purpose of establishing logical termini for the Project is to ensure the Project:

- Connects logical termini and is of sufficient length to address environmental matters on a broad scope;
- Has independent utility and significance (i.e., be useable and be a reasonable expenditure even if no additional transportation improvements in the area are made);
- Will not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.[1]

1.2.1.1 Logical Termini

The Project logical termini were chosen to ensure the beginning and ending points are sufficient boundaries to address the purpose and need (see Section 1.3 Project Purpose, Objectives, and Need). The Project seeks to:

1. Reduce travel times on the northbound I-95 within the Project Area;
2. Improve access to the Co-op City neighborhood;
3. Improve pedestrian and bicycle crossings at the interstate ramps; and
4. Improve geometric and operational deficiencies associated with the I-95 ramps.

As discussed in Section 1.3.2 Project Need, operational deficiencies on northbound I-95 entrance ramps from Bruckner Boulevard and Pelham Parkway and the exit ramp to Pelham Parkway/Shore Road between Exit 8B (Orchard Beach, City Island) to Exit 9, (Hutchinson Parkway North) have created congestion that increases travel times and the risk of crashes. The Project Area and General Study Area encompass the I-95/Pelham Parkway Interchange (see **Exhibit 1.2-2**). The Study Areas for the assessment of environmental topics boundaries are located within the General Study Area and also encompass the I-95/Pelham Parkway Interchange. These Study Areas for the assessment of environmental topics are referenced as appropriate in Chapter 4 Environmental Considerations.

In addition, there is no northbound Hutchinson River Parkway access to the Co-op City neighborhood and Bay Plaza Shopping Center. Vehicles approaching Co-op City and the Bay Plaza Shopping Center on the Hutchinson River Parkway must transition from the northbound Hutchinson River Parkway, to the eastbound Pelham Parkway, then to northbound I-95, with the only access coming from northbound I-95 (see **Exhibit 1.2-2**). The Project Area and General Study Area encompass the only highway access point to Co-op City and the Bay Plaza Shopping Center, from the Hutchinson River Parkway to Bartow Avenue and the areas of Co-op City that would be affected by the improvement (see **Exhibit 1.2-2**).

The Project connects the logical termini of the segments of roadways on which improvements will be made and will have sufficient length (along I-95, Pelham Parkway/Shore Road and Hutchinson Parkway and affected connecting ramps) to address environmental topics of a broad scope. This is further assured by the additional areas that extend those termini as defined in the Project Area, General Study Area and resource-specific Study Areas to fully address potential environmental matters, as identified in Chapters 2 through 5 of this Design Report).

[1] Accessed October 31, 2019, https://www.environment.fhwa.dot.gov/legislation/nepa/guidance_project_termini.aspx

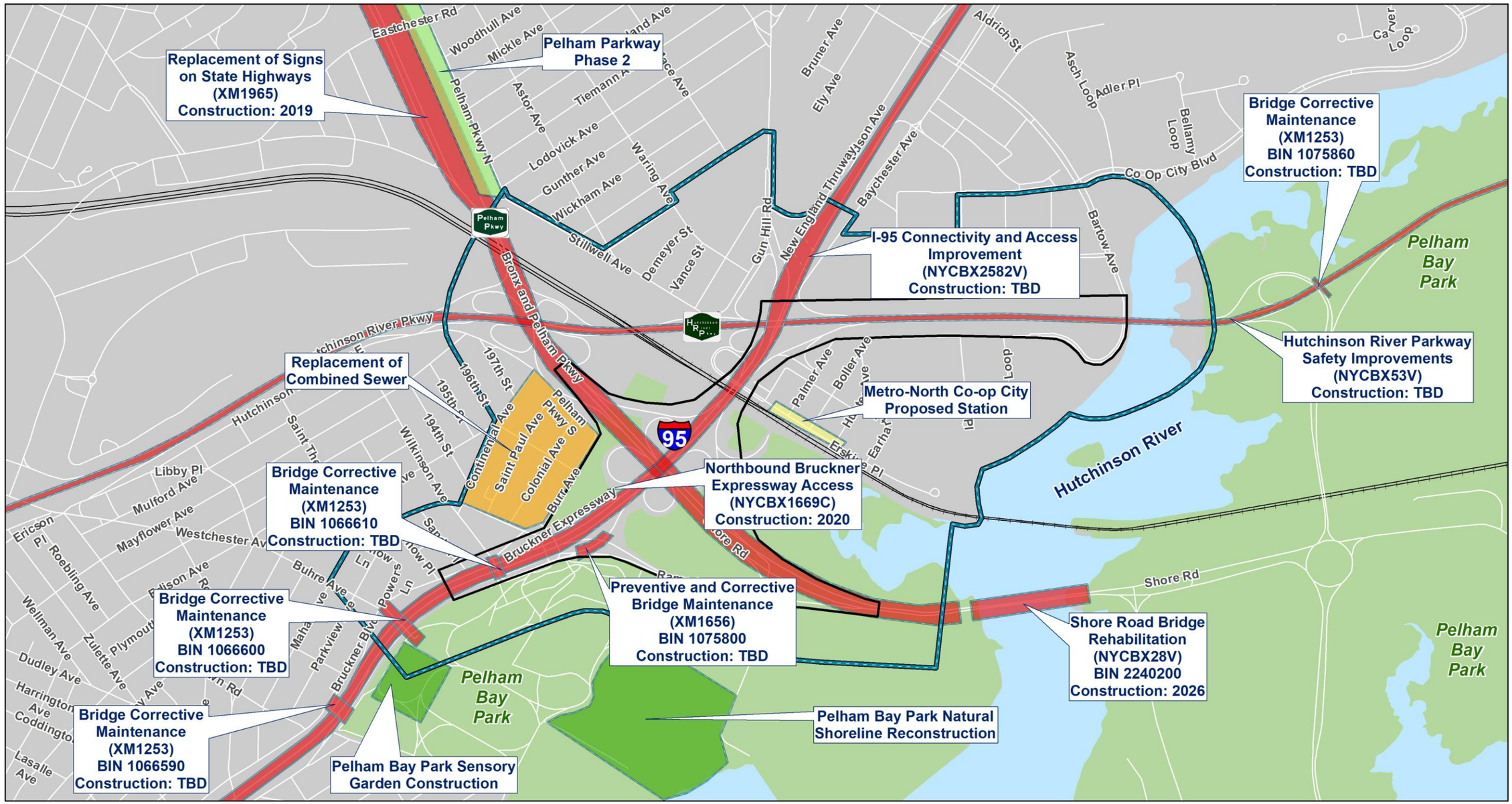
1.2.1.2 Independent Utility

The Project meets the criteria for establishing independent utility, as the Build Alternative meets the Project's Purpose and Need and does not require additional transportation improvements or restrict consideration of alternatives for other reasonably foreseeable transportation improvements. **Exhibit 1.2.1-1** shows twelve (12) proposed improvements intersecting or near the General Study Area. Six (6) of these proposed improvements are transportation projects within or near the Project Area which could be affected by the Project, and schedules for these projects will be coordinated during final design:

1. NYSDOT: Replacement of Signs on State Highways (XM1965)
2. NYSDOT: Shore Road Bridge Rehabilitation (NYCBX28V)
3. NYSDOT: Northbound Bruckner Expressway Access (NYCBX1669C)
4. NYSDOT: I-95 Connectivity and Access Improvement (NYCBX2582V)
5. NYSDOT: Preventive and Corrective Bridge Maintenance (XM1656)
6. NYSDOT: Hutchinson River Parkway Improvements (NYCBX53V)

The Project would function independently of these proposed NYSDOT transportation improvements, would be constructed on a schedule that takes these other projects into consideration, and would not impede these transportation improvements from moving forward.

Exhibit 1.2.1-1 Other Projects near the Project Area



Legend

- NYSDOT
- NYC DOT
- MNCW
- NYC Parks
- NYCDEP
- Project Area
- Study Area
- Pelham Bay Park/Historic District
- Amtrak Railroad

NORTH

Miles: 0, 0.25, 0.5, 1

Sources: Project Data: NYMTC Gateway, 2015-2017 and NYC Parks Capital Project Tracker, 2019;
Pelham Bay Park: NYCDCP, 2016 and NYS Thruway, 2019;
Roadways and Railroad Tracks: NYSDOT, 2018 and NYCDCP, 2016; County Boundaries: NYSDOT, 2018

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1.2.2 General Study Area

The Project Area, as shown in **Exhibit 1.2-2,** extends approximately 0.6 miles in a north-south direction on I-95, 0.6 miles in a north-south direction on Hutchinson River Parkway, and 0.6 miles in an east-west direction on Pelham Parkway west of I-95 and Shore Road east of I-95. The General Study Area's boundary extends a minimum of 500 feet around these roadways in some areas but shifts further out to capture adjacent residential, commercial land uses or related areas, aligning with key streets, highway segments or other logical boundaries. In the north-south direction, I-95 extends from the pedestrian bridge over I-95 (BIN 1066600) at Buhre Avenue to just north of the I-95 overpass over the Hutchinson River Parkway. On the Hutchinson River Parkway, the General Study Area extends from south of the Pelham Parkway overpass over the Hutchinson River Parkway (BIN 2075849) to the northern end of the Hutchinson River Parkway Bridge (BIN 2075859) over the Hutchinson River on the north. In the east-west direction along Pelham Parkway and Shore Road, the western border of the General Study Area is to the west of the Pelham Parkway overpass over the Amtrak railroad tracks (BIN 2229560), and the eastern border is the merge point where Shore Road meets the Ramp to Shore Road from Bruckner Boulevard and I-95, which allows access to and from the Pelham South portion of Pelham Bay Park, a New York City Parks facility. Pelham Parkway extends to the west of the interchange at I-95, and Shore Road extends east of the interchange with I-95.

The General Study Area encompasses the Project Area. The Study Areas specific to environmental topics will be assessed individually for potential effects of the Project and may differ in area from the General Study Area. Each environmental Study Area will be defined and described within subsections of Chapter 4 Social, Economic, and Environmental Considerations. These environmental Study Areas are broad enough to ensure that the Project will function properly without requiring additional improvements elsewhere and will not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.[2]

The Project crosses four neighborhoods in the Bronx: Co-op City, Baychester, Pelham Gardens, and Pelham Bay (see **Exhibit 1.2-1**). The Co-op City neighborhood is bound by I-95 to the west and north, the Amtrak railroad bordering Pelham Bay Park to the south, and the Hutchinson River to the east. Land use in the southern portion of the Co-op City neighborhood is largely residential, with high-rise apartment buildings as well as a lower-density residential area. However, this area also includes a large commercial retail complex (Bay Plaza Shopping Center) located to the west of the Hutchinson River Parkway.

The Baychester, Pelham Gardens, and Pelham Bay neighborhoods are largely residential neighborhoods consisting of one-family houses and two-family houses. There are a small number of businesses serving the neighborhoods, such as grocery stores, convenience stores, restaurants and banks. There are also several nursing and assisted living facilities in Pelham Gardens.

I-95 to the south of Pelham Parkway/Shore Road is considered the Bruckner Expressway, and to the north of the Bronx Pelham Parkway/Shore Road is considered the New England Thruway. For the purposes of this report, the interstate mainline will be referred to as I-95. I-95 is an interstate highway and part of the National Highway System and carries approximately 135,000 vehicles per day. I-95 is an important route that facilitates commerce, industry and residences in the New York tri-state area. It also provides connection to many of the other major arterials in New York City, namely; I-87, I-278, I-295, I-678, I-695, NY-895 and the Bronx River Parkway, allowing motorists from New York City and Long Island to travel north towards Connecticut. I-95 connects to the Hutchinson River Parkway and the Pelham Parkway/Shore Road via interchanges within the General Study Area.

[2] Accessed October 31, 2019, https://www.environment.fhwa.dot.gov/legislation/nepa/guidance_project_termini.aspx

The Hutchinson River Parkway carries approximately 108,000 vehicles per day, as well as the Metropolitan Transportation Authority (MTA)-operated BxM7 bus line. It is a transportation route between the Bronx and Connecticut for passenger vehicles. Trucks are not allowed on the parkway. Starting at the I-95, I-278, I-295 and I-678 interchange in East Bronx, the Hutchinson River Parkway extends to Connecticut where it turns into the Merritt Parkway (CT Route 15). Approximately 10 miles north of the Bronx County line, the Hutchinson River Parkway connects with I-287 and I-684 via an interchange, allowing travel westward to New Jersey and northward to upstate New York. The MTA BxM7 bus route connects Co-op City and other areas within or near the Project Area to Midtown Manhattan down to 23rd Street via the Bruckner Expressway.

The Pelham Parkway/Shore Road, which carries approximately 45,000 vehicles per day, is a relatively short parkway (just under 3 miles in length) that is classified as an urban principal arterial. The Pelham Parkway/Shore Road extends from the Bronx River Parkway in the west to the Pelham Bay Bridge (BIN 2240200) in the east. The Pelham Parkway/Shore Road serves mostly local traffic in the Bronx, as well as several bus lines, including the MTA-operated Bx4, Bx12, Bx29, and BxM8, and the Westchester County Department of Transportation-operated Bee-line 45. The Pelham Parkway/Shore Road is also part of the only New York City truck route to/from City Island, a neighborhood located east of Pelham Bay Park. As the Pelham Parkway/Shore Road ends at the Pelham Bay Bridge (BIN 2240200), the truck route continues as City Island Road, which connects to the only bridge connecting City Island to the mainland of the Bronx. Trucks are only permitted on the Pelham Parkway/Shore Road east of I-95.

Route identification numbers and corresponding names are provided below.

A. Route numbers:
   - I-95
   - NYS Route 907F
   - NYS Route 908A

B. Route names:
   - Bruckner Expressway (I-95)
   - New England Thruway (I-95)
   - Pelham Parkway (NYS Route 907F)
   - Hutchinson River Parkway (NYS Route 908A) and Hutchinson River Parkway East
   - Shore Road
   - Bruckner Boulevard

C. SH number and official highway description
   - I-95 (Bruckner Expressway): FIBEK59001 (Throggs Neck Expressway to Pelham Parkway)
   - I-95 (New England Thruway): FANETC56003 (Pelham Parkway to Hutchinson River Parkway)
   - NYS Route 907F (Pelham Parkway): GRPBX (White Plains Road to Bruckner Expressway/New England Thruway)
   - NYS Route 908A (Hutchinson River Parkway): GRPBX (Cross Bronx Expressway to Bronx County Line)

D. BIN and feature crossed:
   - 1066610 – Wilkinson Avenue over I-95
   - 1066620 – Pedestrian Bridge over I-95
   - 1066630 – Westchester Avenue over I-95
   - 1066600 – Buhre Avenue pedestrian bridge over I-95
   - 1075800 – Northbound I-95 entrance ramp over northbound I-95 exit ramp
   - 2075849 – Pelham Parkway over Hutchinson River Parkway
   - 2075859 – Hutchinson River Parkway over Bartow Avenue/Hutchinson River
   - 2229560 – Pelham Parkway over Amtrak railroad tracks
   - 2241959 – Hutchinson River Parkway over Amtrak railroad tracks

- 5066649 – I-95 over Pelham Parkway
- 5066651 – Southbound I-95 over Hutchinson River Parkway
- 5066652 – Northbound I-95 over Hutchinson River Parkway
- 5075309 – I-95 over Amtrak railroad tracks
- 5075380 – Gun Hill Road to SB I-95
- 5524040 – Pedestrian Bridge next to Northbound I-95 over Pelham Parkway
- 5524050 – Pedestrian Bridge next to Northbound I-95 over Amtrak railroad tracks

E. City/Village/Township: New York City

F. County: Bronx County

G. Length:
- I-95 – 0.6 miles
- Pelham Parkway – 0.6 miles
- Hutchinson River Parkway – 0.6 miles

H. Reference Markers (RM):
- I-95 – from RM 95I X1M2 1071 to RM 95I X1M2 1077
- Pelham Parkway – from Hutchinson River Parkway to first intersection east of I-95/Pelham Parkway Interchange
- Hutchinson River Parkway – from RM 908A X1M1 1023 to RM 908A X1M1 1029

1.3 Project Purpose, Objectives, and Need

1.3.1 Project Purpose and Objectives

The purpose of the Project is to address operational and geometric deficiencies of the existing roadways within the established Project Area.

The following objectives have been established to further refine the project purpose:

1. Reduce travel times on the northbound I-95 within the Project Area;
2. Improve access to the Co-op City neighborhood;
3. Improve pedestrian and bicycle crossings at the interstate ramps; and
4. Improve geometric and operational deficiencies associated with the I-95 ramps.

1.3.2 Project Need

The needs of the Project are as follows:

- ***Improve travel times on the northbound I-95*** – Northbound I-95 carries approximately 135,000 vehicles per day. I-95 is an important route that facilitates commerce, industry and residence alike in the New York tri-state area. It also provides connection to many of the other major arterials in New York City, namely I-87, I-278, I-295, I-678, I- 695, NY-895 and the Bronx River Parkway, allowing motorists from New York City and Long Island to travel north towards Connecticut. I-95 connects to the Hutchinson River Parkway and Pelham Parkway/Shore Road via interchanges within the Project Area.

- ***Improve access to the Co-op City Neighborhood*** – Currently, there is no direct connection to the Co-op City neighborhood from the Hutchinson River Parkway, and the nearest connection is to the west of the neighborhood on the I-95 at Exit 9 to Palmer Avenue, Exit 11 to Bartow Avenue and Co-Op City Boulevard, and Exit 13 to Conner Street. Motorists on the Hutchinson River Parkway destined for the Co-op City neighborhood currently need to take an indirect route using I-95, resulting in longer travel

times. In addition, the only highway access to the Bay Plaza Shopping Center in Co-op City is from Exit 11 on the commercial area's west side.

- ***Improve bicycling and pedestrian crossings at the I-95 ramps*** – There are multiple bicycling and pedestrian crossings within the I-95/Pelham Parkway Interchange. The shared-use paths and paved paths, some of which are parts of the Hutchinson River Greenway, the Mosholu-Pelham Greenway, and the Shore Road Greenway, crisscross the I-95/Pelham Parkway Interchange. These paths provide bicycling and pedestrian access within Pelham Bay Park, from Pelham Bay Park to Co-op City, and from Pelham Bay Park to the Pelham Bay and Pelham Gardens neighborhoods to the south and west, respectively. Within the Project Area, there are twelve greenway crossings and six paved path crossings at I-95/ Pelham Parkway Interchange ramps, many of which are mid-ramp and unsignalized. While there is signage at these crossings, the locations of many crossings limit the visibility of motorists, bicyclists, and pedestrians and do not provide much distance for motorists entering or exiting the ramps to see and react to bicyclists and pedestrians crossing the ramps.

- ***Improve operations and geometry*** – Mobility is limited within the Project Area due to traffic congestion during the morning and evening peak periods. Congestion occurs during the morning and evening peak periods on northbound I-95, with the morning peak having the highest congestion. The congestion starts on the northbound I-95 exit to northbound Hutchinson River Parkway and sometimes extends 1.5 miles south to the merge area between I-95 and the Throggs Neck Expressway (I-695). The congestion in this section is the result of multiple geometric deficiencies of the interstate highway and ramps onto I-95:

  - A reduction in lanes on the I-95 mainline from four lanes to three lanes after Exit 8B, which decreases the capacity of the mainline;
  - Four consecutive ramps within a distance of 1,400 feet or less (Exit 8B, entrance from Bruckner Boulevard, entrance from eastbound Pelham Parkway, and Exit 8C (Pelham Parkway West));
  - A stop condition with stop sign at the entrance from eastbound Pelham Parkway with no acceleration lane, which provides a poor merge with traffic on northbound Bruckner Boulevard leading to the northbound I-95 mainline; and
  - A short weaving length (less than 500 feet) on northbound I-95 between the entrance from Pelham Parkway and Exit 8C with a high number of weaving vehicles.

The congestion, geometric conditions and traffic control devices on northbound I-95 contribute to crashes on the I-95 mainline. There is a high crash rate on northbound I-95 from Wilkinson Avenue to the Amtrak railroad overpass. There are multiple locations where crashes are more likely to occur; specifically, just south of the exit to Pelham Parkway/Orchard Beach/City Island, south of the entrance ramp from northbound Bruckner Boulevard to northbound I-95 and the I-95 Overpass over Pelham Parkway. Most of the crashes that occur at those high crash locations are rear-end and side-swipe crashes. The high number of crashes at those locations is likely due to the lane drop at the Orchard Beach/City Island exit, merging and weaving movements to/from entrance and exit ramps and the congestion on northbound I-95.

1.4. Project Alternatives

1.4.1 No Build Alternative

The No Build Alternative assumes no improvements in the Study Area other than those planned by others or implemented as part of routine maintenance. Although the No Build Alternative does not meet the Project purpose and objectives, NEPA requires that it be evaluated. The No Build Alternative serves as the baseline condition against which the potential effects of the Build Alternative are evaluated.

1.4.2 Build Alternative

The Build Alternative reconfigures the I-95/Pelham Parkway Interchange, extends the I-95 northbound fourth travel lane to exit to the Hutchinson River Parkway, constructs a new exit ramp from northbound Hutchinson River Parkway to Bartow Avenue, and reconfigures and improves the operation and safety of the pedestrian/bicyclist paths within the I-95/Pelham Parkway Interchange, Pelham Bay Park in the vicinity of the interchange, and along Bartow Avenue near the Hutchinson River Parkway. This alternative will improve traffic flow, vehicular and pedestrian/bicyclist safety along the northbound I-95 ramps, improve geometric and operational deficiencies associated with the I-95 ramps, and provide direct access to Co-op City, thereby satisfying the Project purpose and objectives.

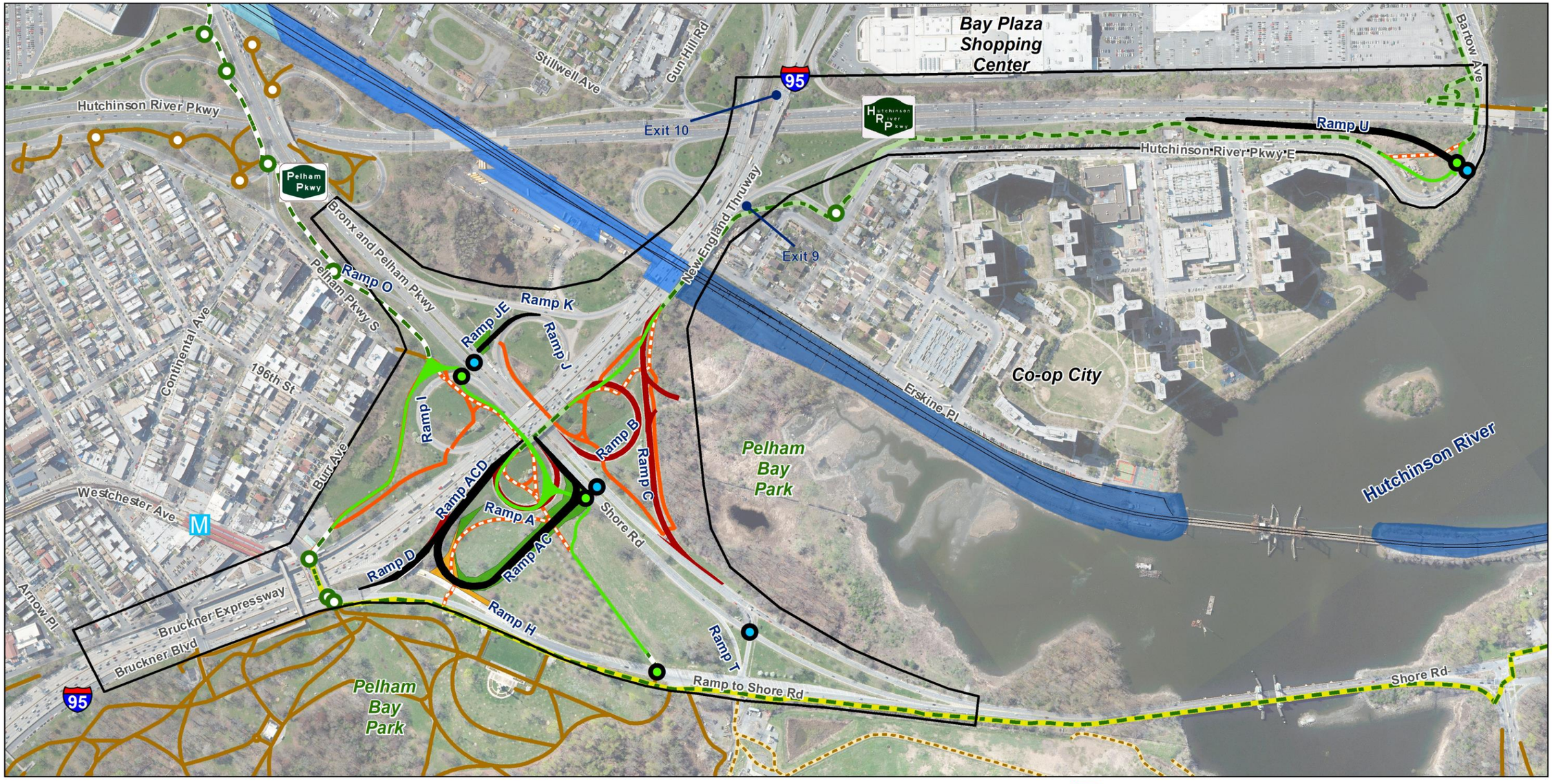
The main components of this alternative are listed below and illustrated in **Exhibit 1.4.2-1**.

- Reconfiguration of the I-95/Pelham Parkway Interchange Ramps as follows:
  - Removing ramp from eastbound Pelham Parkway to northbound I-95 (Ramp A);
  - Removing ramp from northbound I-95 to westbound Pelham Parkway (Ramp B);
  - Removing ramp from westbound Pelham Parkway/Shore Road to northbound I-95 (Ramp C);
  - Replacing Ramps A and C with a reconfigured and extended Ramp A and Ramp C that merges with reconfigured Ramp D (becoming Ramp AC/D) before entering northbound I-95. Ramp AC will consist of two lanes from the Shore Road intersection that will merge along Ramp AC before Ramp D. When Ramp AC is merged with reconfigured Ramp D, Ramp AC/D will consist of two lanes merging onto northbound I-95. To carry traffic currently carried by Ramp C, a left-turn lane would be provided in the median on Pelham Parkway/Shore Road to serve the reconfigured Ramp A and Ramp AC. Therefore, a new signalized intersection on the Pelham Parkway/Shore Road at this location is required as part of this alternative;
  - The U-turn movement from eastbound Pelham Parkway/Shore Road at the existing park access road would be prohibited. Traffic from eastbound Pelham Parkway destined to southbound I-95, which currently makes this U-turn movement, would be rerouted to an existing circle ramp, Ramp J, located in the northwest quadrant of the interchange, via a left turn lane onto Ramp J. To accommodate the left turn movement coming from the eastbound Pelham Parkway, the existing Ramp J will be reconfigured with a ramp extension (Ramp JE) from the left turn lane. A new signalized intersection on the Pelham Parkway at this location is required;
  - Construction of exclusive left turn lanes to accommodate the movements from westbound and eastbound Pelham Parkway/Shore Road to northbound and southbound I-95 respectively. The reason for not constructing the left turn lanes in the Pelham Parkway/Shore Road median, as described in Concept 5B, is that two thru lanes on the parkway in each direction have sufficient capacity for ETC+ 20 traffic volumes. The existing Pelham Parkway/Shore Road eastbound and westbound left thru lane will be converted to exclusive left turn lanes; and
  - Ramp B traffic would be rerouted via Ramp H to the existing Ramp to Shore Road along the north side of Bronx Victory Memorial to Road X.
- Removal of non-standard pedestrian paths on the north side of Pelham Parkway/Shore Road that cross I-95 ramps;
- Relocation of shared-use paths on the south side of Pelham Parkway/Shore Road that cross the curved sections to intersections controlled by signals;
- Two-extended acceleration lanes extending from the reconfigured Ramp AC/D combination to just south of the bridge over the Amtrak railroad and Erskine Place. Ramp AC/D will include two (2) lanes merging onto northbound I-95;
- The existing fourth travel lane would be extended northward from where Ramp AC/D merges onto northbound I-95 and end at Exit 9 to northbound Hutchinson River Parkway and Palmer Avenue;
- To accommodate the fourth travel lane, the existing bridge structure over Pelham Parkway would

be reconfigured to four travel lanes plus an acceleration lane without a shoulder. The referred lane reconfiguration will not involve modification of the bridge structures. The roadway in the portion of the Build Alternative will be restriped;

- On the bridge structure over Pelham Parkway, the two left-most travel lane widths will be reduced to 11 feet wide and the remaining two travel lanes (including the proposed fourth lane) would be approximately 11 feet wide;
- The extended acceleration lane would be 11 feet wide. The bridge over the Hutchinson River Parkway would be unchanged, carrying three travel lanes plus a deceleration lane for the left-exit to East Gun Hill Road (Exit 10) without a shoulder;
- Direct access to the Co-op City neighborhood and The Bay Plaza Shopping Center from the northbound Hutchinson River Parkway is provided by building an exit ramp to Bartow Avenue (Ramp U). Therefore, a new intersection on Bartow Avenue at this location is required as part of this alternative; and
- The shared-use path crossing Ramp U will be realigned closer to the intersection of Ramp U and Bartow Avenue and include a pedestrian and bicyclist signalized crossing

Exhibit 1.4.2-1 Build Alternative



Legend

Build Alternative

- Ramp Reconfiguration
- Shared-Use Path
- Ramp Removal
- Proposed Traffic Signal
- Proposed Shared-Use Path Signalized Crossing
- NYC Parks Permanent Easement
- NYC DOT Department of Highways Permanent Easement
- Removed Greenway
- Removed Paved Path
- Project Area
- Hutchinson River Greenway
- Mosholu-Pelham Greenway
- Shore Road Greenway
- Existing Public Paved Path
- Existing Private Paved Path
- Existing Shared-Use Path Crossing
- Existing Paved Path Crossing
- M MTA Subway Station
- Amtrak Railroad

Railroad Track Ownership

- NY, NH & HR Railroad
- Owasco River Railway
- Penn Central Company

NORTH

Feet 0 250 500 1,000

Sources: Build Alternative: NYSDOT R11, 2020; Railroad Track Ownership: NYC PLUTO, 2019; Bridges: NYSDOT, 2019; Roadways and Railroad Tracks: NYSDOT, 2018 and NYCDCP, 2016; Greenways and Sidewalks: NYCDCP, 2016; Basemap Orthoimagery: NYC DOITT, 2018

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1.5 Project Effects

1.5.1 Summary of Build Alternative Effects

Exhibit 1.5.1-1 provides a summary of the long-term social, economic, and environmental effects of the Build Alternative.

Exhibit 1.5.1-1 Summary of Effects

Category	Build Alternative (Summary of Effects)
Land Use	Temporary use of parkland inside proposed Ramp AC/D for construction staging. 2.37 acres will be used for construction staging 1.97 acres of which are located in Pelham Bay Park. Conversion of parkland to NYSTA right-of-way for Ramps AC/D and JE. Two Permanent Easements of NYC Parks property (1.44 acres) will convert parkland into NYSTA land for transportation use in the vicinity of the I-95/Pelham Parkway Interchange. Beneficial effect of NYSTA conveying 7.86 acres of right-of-way to NYC Parks to be used as parkland for a net increase of 6.42 acres of parkland in the vicinity of the I-95/Pelham Parkway Interchange.
Neighborhood and Community Cohesion, Community Facilities	Minimal if any short-term effects to the community during construction due to general separation of construction from adjacent neighborhoods. Improved community cohesion due to proposed pedestrian and bicyclist accommodations in Pelham Bay Park and Co-op City and improved park access and connectivity. Informal and unsignalized shared-use path crossings at ramps will be removed, and new signalized crossings will be added for improved shared-use paths in Pelham Bay Park and in Co-op City.
Environmental Justice and Social Groups Benefited or Harmed	Temporary effects, such as construction noise and dust adjacent to work areas during construction (minimized by mandated contractor controls). Public access, commercial access, and access to mass transit will be maintained at all times during construction. Improve pedestrian and bicyclist accommodations in Pelham Bay Park and Co-op City and improved park access and connectivity. Informal and unsignalized shared-use path crossings at ramps will be removed, and new signalized crossings will be added for improved shared-use paths in Pelham Bay Park and in Co-op City. No disproportionate adverse effects on minority or low-income populations. Positive effects on the local community will include full ADA bicycle-pedestrian access to and through park areas and signalized pedestrian-bicycle/vehicle crossings.
Schools and Places of Worship	No temporary or long-term effects.
Regional and Local Economies	No temporary traffic detours are anticipated, and access to businesses will be maintained at all times. Beneficial effects with improved travel times and reduced congestion on I-95, Hutchinson River Parkway, and Pelham Parkway/Shore Road. Improved access to Co-op City businesses and Bay Plaza Shopping Center due to the new ramp to Bartow Avenue (Ramp U).
Wetlands	No temporary or long-term effect on jurisdictional wetlands.
Surface Waters and Watercourses	No temporary or long-term effects.
Navigable Waters	No temporary or long-term effects.

Category	Build Alternative (Summary of Effects)
Floodplains	No temporary or long-term effects.
Coastal Resources	Consistent with coastal zone policies.
Groundwater Resources, Aquifers, and Reservoirs	No temporary or long-term effects.
Stormwater Management	Minimal effects during construction with stormwater flow and volume being controlled within the existing drainage system. No adverse effect to stormwater management. Site A Drainage Area: I-95/Pelham Parkway and Shore Road will have a net reduction in impervious surfaces of 0.63 acres. Site B Drainage Area: Hutchinson River Parkway and Bartow Avenue will have a net increase in impervious surfaces of 0.58 acres. SMPs will be implemented to control stormwater runoff such that stormwater flow rates and volumes will not exceed pre-construction flow rates and volumes.
General Ecology and Wildlife Resources	Twenty-two trees would be removed within Pelham Bay Park and Bronx Victory Memorial Grove to complete Ramp AC/D. Approximately thirty trees would be removed adjacent to the Hutchinson River Parkway to complete Ramp U. The NYSDOT would coordinate with NYC Parks to minimize impacts to trees and plant new trees.
Threatened and Endangered Species	No effect to federally- or state-listed threatened or endangered species.
Critical Environmental Areas	No temporary or long-term effects.
Historic and Cultural Resources and Historic Section 4(f) Resources	Pelham Bay Park is an Historic District and has been determined eligible for listing on the National Register of Historic Places (NRHP). The Bronx Victory Memorial and Memorial Grove is both individually eligible for the NRHP and is a contributing component to the Pelham Bay Park Historic District. The Build Alternative will have an Adverse Effect on the Bronx Victory Memorial and Memorial Grove and thus the Pelham Bay Park Historic District. An executed Memorandum of Agreement documents agreed-upon measures to mitigate the Project's adverse effect on the Pelham Bay Park Historic District. Permanent easements within the Pelham Bay Park Historic District transitioning 1.44 acres to transportation use for Ramps AC/D and JE. 1.33 acres of the permanent easements are located within the Bronx Victory Memorial and Memorial Grove. These permanent easements constitute a use under Section 4(f). A temporary occupancy for construction staging area of 1.97 acres will be located in Pelham Bay Park and the Bronx Victory Memorial Grove in the vicinity of Ramp AC/D. The total size of the construction staging area is 2.37 acres. The temporary occupancy meets the conditions under 23 CFR §774.13(d) and is not considered a use of the historic sites under Section 4(f). Removal of approximately twenty-two trees from the Bronx Victory Memorial and Memorial Grove. The NYSDOT would coordinate with NYC Parks to plant new trees within the Memorial Grove.
Parks, Recreational and Section 4(f) Resources	The Build Alternative will improve pedestrian and bicyclist connectivity by relocating and improving NYC Parks Greenway shared-use paths (Hutchinson River Greenway and Mosholu-Pelham Greenway) in Pelham Bay Park and Co-op City adjacent to the Hutchinson River Parkway and adding new signalized crossings for pedestrians and bicyclists in Pelham Bay Park and Co-op City. In addition, informal and unsignalized shared-use path crossings at ramps and lightly used shared-use paths (not NYC Parks Greenways) in Pelham Bay Park will be removed. There are no permanent easements associated with the work on the Greenways and the temporary occupancy of the two Greenways is not considered use under Section 4(f) in accordance with 23 CFR §774.13(d).

Category	Build Alternative (Summary of Effects)
	A temporary occupancy for construction staging area of 1.97 acres will be located in Pelham Bay Park in the vicinity of Ramp AC/D. The temporary occupancy within Pelham Bay Park and near Ramp U from the Hutchinson River Parkway to Bartow Avenue is not considered use under Section 4(f) in accordance with 23 CFR §774.13(d). Permanent easements within the Pelham Bay Park will transition 1.44 acres of parkland into the transportation facility for Ramps AC/D and JE. These permanent easements constitute a use under Section 4(f). The entirety of Pelham Bay Park is protected under Section 6(f). Maintenance activities will be conducted on shared-use paths, but this is not considered a conversion to non-recreational use. The 1.97-acre construction staging area is a temporary non-conforming use, and the construction staging area will be used for less than six (6) months during the first two (2) stages of Ramp AC/D construction. Two (2) permanent easements will be required in Pelham Bay Park: 1.33 acres for Ramp AC/D and 0.11 acres for Ramp JE. These permanent easements constitute a conversion of Pelham Bay Park, a Section 6(f) resource, and will be replaced with 1.50 acres from the footprints of removed Ramps A, B, and C. The NYSDOT will continue to coordinate with the New York State Office of Parks, Recreation and Historic Preservation OPRHP and the United Stations National Parks Service (NPS) on the identification of maintenance activities, sites for temporary non-conforming use, and sites for conversion and replacement, and is seeking conceptual approval under Section 6(f) for the proposed replacement sites..
Visual Resources	Temporary visual effects during construction. Neutral and beneficial visual impacts will result from the project. The Bronx Victory Memorial Grove adjacent to the I-95/Pelham Parkway Interchange and Bronx Victory Memorial will have tree removals. Proposed replacement plantings will mitigate these tree removals.
Farmlands	No temporary or long-term effects.
Air Quality and Greenhouse Gases	Temporary effects, such as increased traffic/construction equipment, construction noise, dust, vibration, during construction. Possible long-term effects in localized areas where vehicle miles traveled would increase or decrease in others, which may cause increases or decreases in mobile source air toxics (MSATs) emissions. Increased emissions would be located along Ramp U from the Hutchinson River Parkway to Bartow Avenue, Pelham Parkway between I-95 and the Hutchinson River Parkway, and I-95 south of Wilkinson Avenue. If increases occur, they will be substantially reduced by implementation of the EPA's vehicle and fuel regulations.
Energy and Greenhouse Gases	No temporary or long-term effects.
Noise	Temporary effects due to increased traffic/construction equipment during construction. No long-term effects.
Asbestos	A complete asbestos survey, including a detailed site inspection of structures, and sampling and analysis of suspect ACMs, will be performed during final design and prior to construction activities.
Hazardous Waste and Contaminated Materials	No short-term or long-term effects from hazardous waste and contaminated materials are anticipated. Any materials to be disturbed during construction will be handled in accordance with federal and state regulations.

Category	Build Alternative (Summary of Effects)
Traffic and Transportation	No traffic detours are anticipated during construction. Beneficial effect to northbound I-95 traffic and traffic circulation within Co-op City local streets due to improved travel times on I-95 and increased access to Co-op City. Travel times for northbound I-95 will decrease substantially. Small travel time increases will occur for vehicles exiting northbound I-95 onto the Hutchinson River Parkway. A slight travel time increase on northbound Hutchinson River Parkway caused by vehicles merging from I-95 and then exiting to Bartow Avenue via Ramp U. A travel time increase along Pelham Parkway/Shore Road caused by the introduction of three new fixed time coordinated signals designed to improve pedestrian and bicyclist/vehicle safety. Substantial reductions in congestion on northbound I-95 up to Exit 8B. Small increases in congestion will occur with vehicles accessing Co-op City and the new Ramp U to Bartow Avenue via Ramp AC/D, Exit 9 from I-95 to the Hutchinson River Parkway and the weave of vehicles merging onto the Hutchinson River Parkway and exiting Ramp U to Bartow Avenue.
Right-of-Way	Permanent Easement of NYC Parks land in Pelham Bay Park to construct Ramps AC/D and JE (1.44 acres). Permanent Easement of NYC DOT Department of Highways, Bronx Borough right-of-way to construct Ramp AC/D (0.31 acres). Conversion of 7.86 acres of NYSTA to NYC Parks to become parkland.
Construction Effects	Nuisance effects, such as noise, dust, and vibration, will occur temporarily during construction in those areas adjacent to the construction activities. No temporary traffic detours will be required during construction. A construction staging area (2.37 acres) will be located near the I-95/Pelham Parkway Interchange. 1.97 acres of this construction staging area will be located in Pelham Bay Park.
Cumulative Effects	No adverse cumulative effects. Beneficial cumulative effects to businesses in the Bay Plaza Shopping Center. Beneficial cumulative effects to parks and recreational resources in Pelham Bay Park as there will be a net increase of 6.42 acres of parkland in Pelham Bay Park.
Annual Crash Costs	$1.9 Million (Northbound I-95) $2.0 Million (Northbound Hutchinson River Parkway) $0.2 Million (Pelham Parkway)
Construction Cost	$31.6M

1.5.2 Anticipated Permits, Certifications, and Coordination

Implementation of the Project will require agency permits and approvals. The permits, approvals and agency consultation that are anticipated or have occurred for the Project include the following:

Coordination with the following agencies:

- United States Army Corps of Engineers (USACE)
  - Jurisdictional Wetland Delineation
- United States National Park Service
  - Section 6(f) coordination

- New York State Department of Environmental Conservation (NYSDEC)
  - State Pollutant Discharge Elimination System (SPDES) General Permit
  - Article 25 jurisdictional tidal wetland delineation
- New York State Department of State (NYSDOS)
  - Federal Aid Notification
  - NYC Coastal Assessment Form submission to NYCDCP
- New York State Office of Parks, Recreation and Historic Preservation (OPRHP)—Historic Preservation Office (SHPO)
  - Section 106
  - Section 4(f)
- New York State Office of Parks, Recreation and Historic Preservation – Division of Environmental Stewardship and Planning
  - Section 6(f)
- New York State Thruway Authority (NYSTA)
  - Interstate and Highway Right-of-Way Consultation
- New York Metropolitan Transportation Council (NYMTC)
- New York City Department of Environmental Protection (NYCDEP)
- New York City Department of Parks and Recreation (NYC Parks)
  - Parks Permit
  - Tree Work Permit
  - Verify application of Section 4(f)
  - Permanent Easements
  - NYSTA land conveyance
- New York City Department of Transportation (NYCDOT) – Including Office of Construction, Mitigation and Coordination (OCMC), Planning, Street Lighting and Traffic Signal
  - Construction Permit
  - Highway Work Permit

Utilities Coordination:

- Con Edison
- Fire Department of the City of New York
- Water Mains/Sewers
- Riverbay Corporation
- Verizon

1.6 DDR/EA Contents

This DDR/EA contains a description of the history and context of the General Study Area, including existing conditions, deficiencies, and needs for the Project (Chapter 2); a discussion of the alternatives being studied for the Project (Chapter 3); an assessment of social, economic, and environmental effects (Chapter 4); and a Draft Section 4(f) Evaluation (Chapter 5).

1.7 Project Schedule and Cost

Design Approval is scheduled for November 2020 with construction scheduled to last 23 months beginning in 2022.

Exhibit 1.7-1 Project Schedule

Activity	Date Occurred/Tentative
Scoping Approval	February 2017
Environmental Determination	August 2020
Virtual Public Meeting	December 2020
Design Approval	December 2020
Right-of-Way (ROW) Acquisition	December 2020
Plans, Specs, and Estimate (PS&E)	January 2021
Letting	April 2021
Construction Start	2022
Construction Complete	2024

Exhibit 1.7-2 Summary of Alternatives Costs – Dollars

		No Build	Build Alternative
Earthwork		NA	$3,796,920
Pavement and Subbase		NA	$3,045,381
Drainage		NA	$692,209
Large Culvert		NA	$468,200
Guide Rail and Median Barrier		NA	$1,254,600
Sidewalks and Curb Ramps		NA	$587,810
Signs & Pavement Markers		NA	$645,809
Retaining Walls and Noise Barriers		NA	$911,976
Traffic Signals		NA	$503,200
Lighting		NA	$468,470
Misc. Utilities		NA	$318,080
WZTC		NA	$3,394,601
Landscaping		NA	$2,481,535
Bridge		NA	$0
Structures Demolition		NA	$0
Wetland Mitigation		NA	$0
Maintenance cost		$500,000	$0
Stormwater/SPDES		NA	$60,000
Miscellaneous/Incidentals	10%	$50,000	$1,862,879
Field Change	5%	$28,000	$1,025,000
Mobilization	4%	$23,120	$860,667
Subtotal in Base Year Dollars		**$601,120**	**$22,377,336**
Contingency/Risk	20%	$120,224	$4,475,467
Subtotal in Base Year Dollars		**$721,344**	**$26,852,803**
Cost Data Year and Midpoint of Construction Year	*2019*	*2022*	*2022*
Inflation/Escalation to Midpoint of Construction	3%	$43,281	$1,611,168
Award/Construction Cost		**$764,625**	**$28,463,971**

		No Build	Build Alternative
Final Design	3%	$22,939	$853,919
QC & Administration of Final Design and Contract	3%	$22,939	$853,919
Construction Inspection	5%	$38,231	$1,423,199
ROW		NA	$1
Total Project Cost		**$848,733**	**$31,595,009**
Rounded to nearest $10K		**$850,000**	**$31,600,000**

1.8 Public Involvement

Public involvement is an integral part of the NEPA and SEQRA processes, and the FHWA and NYSDOT have provided meaningful opportunities for public and agency participation and engagement in the Project.

As described in Section 4.2.3 Environmental Justice, the Study Area for the Project includes minority and/or low-income communities. Executive Order (EO) 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations requires federal agencies to provide meaningful opportunities for affected minority and/or low-income communities to provide input on a project. The public involvement activities and methods for involving the public in the Project were developed in consideration of the needs and characteristics of these communities (e.g., holding meetings within the local communities near public transportation routes and advertising meetings in locations that are frequented by the local communities).

The NYSDOT held three Stakeholder Meetings for community board members, local business representatives, and city and state elected officials present. (See Public Involvement Plan (PIP) in Appendix X5). Stakeholder leadership representing Environmental Justice communities were invited and attended these Stakeholder Meetings. **Exhibit 1.8-1** provides summaries of the three Stakeholder Meetings.

The public will have the opportunity to learn about project updates at a virtual public meeting being planned for December 2020. NYSDOT will present project updates that have been proposed since the last meeting in April 2019 and will answer any questions participants may have.

Exhibit 1.8-1 Public Involvement

Activity	Date Occurred/Tentative
Stakeholder Meetings	September 29, 2015 at Villa Barone Manor, Bronx, NY. Presentation to Bronx Borough Chief and representatives from local elected officials' offices, Bronx Community Board 10 members NYSDOT Region 11, NYSTA, and a representative from Prestige/Bay Plaza Shopping Center. December 2, 2016 at Bronx Community Board 10 District Office. Presentation to Community Board 10 representatives, local elected officials, members of the East Bronx Traffic Coalition, and NYSDOT. April 10, 2019 at Bronx Community Board 10 District Office. Presentation to representatives from Community Boards 10, 11, and 12.
Virtual Public Meeting	December 2020
Current Project Letting Date	April 2021

1.9 Contact Information

Information about the Project can be found using the NYSDOT *Projects in Your Neighborhood* application (https://www.dot.ny.gov/projects) and entering the Project Identification Number (X731.27).

For further information about the Project, please contact:

Bruckner-Hutch Mobility Improvement Project
Project Team
NYSDOT Region 11
47-40 21st Street
Long Island City, New York 11101

Mini M. Varghese, P.E., Project Manager

Please include the six-digit Project Identification Number: X731.27 in any correspondence.

Questions or comments:
Email: bruckner@dot.ny.gov
Telephone: 718-482-4631